

Railway Operating Notes.

All G.T.R. stations are being equipped with new standard clocks.

The Canada Atlantic will shortly put in effect the standard train rules of the American Ry. Association.

Increased pay is said to have been granted to a number of Intercolonial station agents, operators & despatchers.

Arrangements are being made to install the electric train staff system on the C.P.R., between St. Anne's & Vaudreuil, Que., & it may also be put in on the freight track between Western Jet. & St. Luc Jet.

During Nov. a series of conferences were held in Montreal between the G.T.R. management & representatives of the conductors & trainmen, at which differences which had arisen were settled to the mutual satisfaction of both sides.

A recent press item stated that preparations were being made to use coke on the passenger locomotives of the I.C.R. This is probably a premature statement. We understand that experiments in the use of coke are being made on two locomotives, but it is too early to give results.

The Minneapolis, St. Paul & Sault Ste. Marie has abandoned the plan put in force several years ago, in which the locomotive drivers were allowed to hire their own firemen, & which created considerable comment at the time. Hereafter the Co. will hire the firemen & will assign them to duty wherever they are needed.

The G.T.R. has made a change in the numbering of its through trains. Hitherto, for instance, when a train left Chicago for the east it received a number as it left the station, but at different points it got another number. In future the number the train receives at the starting point will be retained until it gets to its destination. The numbers of local trains will remain the same.

The Canada Atlantic now operates the Pembroke Southern Ry. under the title of Pembroke Division. What was formerly

known as the Eastern Division of the Ottawa, Arnprior & Parry Sound Ry. is now operated as the Middle Division of the C.A.R., & what was formerly known as the Western Division of the O. A. & P. S. Ry. is now operated as the Western Division of the C. A. Ry.

The Ontario Court of Appeal has confirmed the judgment in the case of Barclay vs. the Lake Erie & Detroit River Ry., an action for damages for negligence which had been before a jury. The court upheld the finding of the jury that the Co. should have a man stationed at crossways to warn passengers. In this case shunting was done on the high-ways, & was dangerous to pedestrians, as citizens were not acquainted with the procedure of making up trains.

A number of very heavy engines, not heretofore used, of the consolidation compound class, are now in service on the Ontario & Quebec Division of the C.P.R. south of Montreal, giving most satisfactory results as to increase of tonnage, amounting to about 50% per train, & also as to better time. Improvements in through freight service from New England points to the west & northwest have been effected, whereby from 12 to 14 hours is gained in the through run, on account of the improved method of handling & better train service on the route south of Montreal.

It has been rumored lately that the C.P.R. despatcher's office at Fort William will be removed to Rat Portage, but no definite conclusion has been arrived at. A local despatching office has been established at Rat Portage for the Rat Portage section, the despatchers who handle it having been removed from Rat Portage to Winnipeg. The headquarters of the Superintendent & despatchers of the Medicine Hat, Crowfoot & Calgary sections & connecting branch lines, have been removed from Medicine Hat, Assa., on the Pacific Division; the despatchers for the Kootenay lines have been moved from Trail to Nelson.

Rhodes, Curry & Co., Amherst, N.S., are reported to have contracts on hand for railway work amounting to over \$700,000.

Piece-work in Railway Shops.

Some months ago we published a circular issued by Mechanical Superintendent Joughins, in reference to the adoption of piece-work in the Moncton shops, its adoption or not being perfectly voluntary with the men. It is said that the men who have adopted it have, as a rule, done well, in proof of which the Moncton Transcript publishes the following details from pay-sheets. The names are withheld for obvious reasons, but the class of work is specified and the amount named was that received for the month in addition to the regular monthly wages:

Class of Work.	Profits.
Boiler-maker.....	\$ 8 95
Bushes & hose.....	6 90
Blacksmith (one man & helper).....	26 10
Foundry (one man & three helpers).....	21 50
Blacksmith (one man & helper).....	26 10
" " " ".....	44 80
" " " ".....	25 30
" " " ".....	38 40
" " " ".....	33 43
" " " ".....	27 31
" (two men & three helpers).....	70 60
" (two men & two helpers).....	67 23
Pilots.....	8 82
Boxes, etc., etc., (two men).....	26 92
Leads.....	4 50
Nuts.....	9 93
Steam pipes.....	9 84
Curtains.....	5 37
Screwing bolts.....	13 95
Bolt makers (two men).....	30 20
Tinsmith.....	9 72
Cabs.....	9 28
Motion turning, etc.....	10 25
Turning wheels.....	18 22
Engine trucks.....	17 31
Cleaning trucks.....	4 01
Cleaning tenders.....	10 55
Coupling pins & piston rods.....	11 84
Blacksmith (one man & helper).....	32 73

Improving Northwest Stock.—Land Commissioner Hamilton, of the C.P.R., has notified the Northwest Government that as most of the thoroughbred stock which was recently sent from Ontario was distributed in Manitoba, eight car loads of thoroughbred bulls will be given free transportation from Ontario to the Territories. It is understood that the Territorial Government is arranging with breeders to send buyers to Ontario to pick up animals.

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Number of Farmers... 27,000.

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Average yield per acre.	Average yield per acre.
WHEAT..... 27.86 bushels	WHEAT..... 14.33 bushels
OATS..... 46.73 "	OATS..... 28.25 "
BARLEY..... 36.69 "	BARLEY..... 24.80 "
FLAX..... 16.08 "	FLAX..... 12.30 "

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